BOLTING THE TRACK.

Dismaying Disaster on the New Jersey Central Road.

AN UNSTABLE DRAWBRIDGE

Plunge of a Passenger Train Into the Shrewsbury.

OVER SEVENTY PERSONS INJURED.

Temporary Hospitals at Long Branch and Oceanport.

CAUSE OF THE CALAMITY

Statements of the Train Officers and the Passengers.

curred on the New Jersey Central Railroad at twentyave minutes past nine yesterday morning, that resulted in the maining and injuring of over seventy men, women and children. The No. 4 train, leaving Jersey City at forty-five minutes past seven A. M., comprising engine No. 129, tender, smoking car and three passenger cars, was crossing the drawbridge over the Shrewsbury River at Oceanport, N. J., when two of the passenger cars were hurled into the river, and the engine, tender and smoking car into the ditch on the left hand side of the track. The rear passenger car providentially remained standing on the bridge. The other two passenger cars were thrown on their sides into about three and a balf feet of water. The passengers were left struggling until assistance arrived. when they were taken out through the windows on the upper side by the uninjured employes and occupants of the rear car. The scene in the cars when the windows were broken open was of the most beartrending nature, as mon, women and children, immersed in the dark, muddy water were struggling to save themselves from drowning. Mothers with their infants in their arms screamed for belp and word bruised and cut as they struggled to get out of the windows on the upper side. The sailant band of rescuers worked like men in their endeavors to save life by handing out the injured men, women and children. It was a fearful scene to witness the unfortunate vio tims as they were litted through the windows, some covered with muddy water, partly colored red, by the blood from the cuts on their heads and hands. Many were brought out nearly suffocated from immersion.

The residents of the surrounding farms placed their nouses at the disposal of the injured, and in a very short time they were distributed around and receiving the attention of competent surgeons that had been telegraphed for immediately after the accident occurred. Some were taken on to Long Branch by a special train, and the depot at that place was converted into a temporary hospital. There appears to be some doubt as to the cause of the accident, but as the bolt fastening the drawbridge was found open after the accident, it is presumed that the bridge tender, John Conron, had left it in that condition, as he was preparing to let the catboat Vixen pass through when the train hove in sight. The following is a list of

NAMES OF THE INJURED.

BOSTWICK, W. H., Staten Island; ribs broken on the right side; not dangerous. CORTELYOU, ABRAHAM, New Brunswick, N. J.;

CORTELYOU, CHARLES, New Brunswick, N. J.,

age seventeen; scalp wound on the back of the head

CRAWFORD, MISS KITTLE, Keynort, N. J. : bruised about the face and head and suffering from immersion. CROWELL, H. DAYT, Rahway, N. J.; slightly bruised about the body.

CROWELL, MRS. H. DAYT, Rahway, N. J.; slight contusion of the head.

DE GRAU, MISS ANNIE, Holmdell, N. J.; contusion of the head and shoulder dislocated.

DUNHAM, JEREMIAH, engineer, of the train; cut about the hands and scalded in the face.

ELLISON, JOHN, Brooklyn, N. Y.; slight cut on the

ELY, MRS. EUGENE, Holmdell, N. J.; contusion of

the head and slight out behind the ear; not dangerous. ELY, MRS. JOHN W., Holmdell, N. J.; severely bruised on the body: nothing dangerous. ELY, MISS ADDIE, Holmdell, N. J. slightly bruised

shout the body and weak from immersion in the water. nothing serious. ERBE, MISS REBECCA, Elizabeth, N. J.; aged

twenty years (Master Meeker's nurse); slight wounds on face and eye and bruises on the body; injuries not FLAVELL, MRS. JOHN, Newark, N. J.; severely

brutsed about the body. FREDERICKS, MRS. C. D., Woodbridge, N. J.; slight

bruises on the body. FREDERICKS, MASTER BARRON, Woodbridge, N.

J. ; slight bruise on the face. FREDERICKS, MISS GERTRUDE, Woodbridge, N

J.; siight body bruises. FREDERICKS, MISS LOU, Woodbridge, N. J.;

nightly bruised on the body. FRENCH, I. S., South Brooklyn, N. Y.; cut on the

leg and contusion on the back of the head. FURMAN, MRS. M., South Amboy, N. J.; slight con-

tusion of the head. HATFIELD, AUGUSTUS, Dunellen, N. J., conduc-

lor of the train; out about the face and bands and bruised about the right leg and body. HYDE, MRS. CHARLES, Plainfield, N. J.; cut on the

right eyebrow and severe scalp wound; not dan-HYDE, MISS EDITH, Plainfield, N. J., aged thirteen

months; suffering from concussion and slight bruises; HYDE, MASTER FRANCIS, Plainfield, N. J., aged

eight; cut on the right temple; not dangerous.

HYER, MES. JOHN H., Holmdell, N. J.; dislocated shoulder and severe brusses; not dangerous. JACOBSON, MR. JOHN T., No. 310 East Twenty.

Olth street, New York; severe scalp wound, hand and body badly bruised; rather dangerous. JACOBUS, MR. J., No. 347 West-Fifty-first street,

New York; badly braised about the body. JOHNSON, MR. JOHN H., Long Brauch, N. J.

severely cut on the tompic, left arm broken and bruised on the right knee.

JONES, MR. JAMES, Rahway, N. J.; alightiv

brused about the body. JOHES, THOMAS, baggage master; scalp wound on

the back of head, and slight contunion over the right

Brooklyn; out about the face, and hadly bruised. LEWIS, MRS. JAMES. Greenpoint, N. Y.; severely

LOVE, DR. J. J. H., Montclair, N. J.; slight scalp

LOVE. MRS. J. J. H., Montolair, N. J.; severely bruised on the back. LOVE WISS ROTTH, Montdair, N. J., aged twelve;

slight bruises on the head. LOVE, MISS DAISY, Montclair, N. J., aged four; slight cut over the eye. LOW, MRS. DINAH, New York city; bruised about

MEEKER, MASTER HARRY, Elizabeth, N. J., aged two years; nearly suffocated by immersion and slightly

bruised. Dangerous. WOSSBANK, MISS DEBORAH, Newark, N. J.; slight ly bruised on the arm and shoulder

MOULD, MR. MOSES, Montgomery, Orange county, w. Y., aged sixty years; badly cut about the face and

nead. Was nearly drowned when rescued. MOULD, MRS. MOSES, Montgomery county, N. Y. dislocation of the left shoulder and severely bruised

NEWALL, MR. C., Klizabeth, N. J.; slight bruises

about the body. NEWALL, MRS. C., Elizabeth, N. J.; slight out on

the head and bruised about the body. PEABODY, MISS, New York city; slightly braised

PRATT. MISS MARY A., Newark, N. J.; severely bruised on the aboulder.

REMSEN, MR. R., Augusta, Ga.; cut on the back of the head and bruised on the back. REMSEN MRS. R. Augusta, Ga., severe out three

nahes leng on the back of the head; face bruised. SANBORN, G. H., Elizabeth, N. J.; severely bruise on the buck - not dangerous.

SEASE, MRS. LOTTIE H., No. 59 Jane street, New York city; scalp would and side and arm bruised; not

SEELEY, MR. CHARLES, Asbury Park, N. J.; slightly bruised about the body. SEELEY, MISS, Asbury Park, N. J.; slight contu-

SHEARS, MISS P. E., New Haven, Cons. ; slightly bruised about the body.

STATESEER, MR. D., Marlboro, N. J.; slightly bruised about the body. STILLWELL, JOEL, No. 425 Flatbush avenue, Brooklyn, N. Y.; severely out about the head, face and

TAYLOR, MR. MICHAEL, Holmdell, N. J.; slightly

TAYLOR MRS. MICHAEL, Holmdell, N. J.; slightly out about the head and face.

TAYLOR, MISS, Holmdell, N. J.; slight bruises on

TUTT, MISS HANNAH, Elizabeth, N. J.; slightly bruised about the body.

TUTT, MISS KATE, Elizabeth, N. J.; severe cut on the back of the head.

VANDERVEER, MRS. LIBBIE, Red Bank, N. J. slightly out about the head and brussed; not serious. VANDERVEER MISS SARAH, Red Bank, N. J., ged three years; slightly bruised.

VAN METER, MR. W., Holmdell, N. J.; slightly bruised about the head and body.

VAN METER, MISS EMMA, Holmdell, N. J. stightly cut about the face and bruised on the shoulder. VAN NOSTRAND, JAMES, New York city; slight ruises about the body.

VERMUELEN, EDWARD, Philadelphia, Pa., aged sixteen : severe injuries of the spine; dangerous. WELLS, MRS. NETTIE, Holmdell, N. J.; badlbruised about the head and right arm; not serious. WHITE, W. E., New York city; slight contusion of

WHITE, MRS. HENRY, Parkerville, N. J.; conoussion of the brain : dangerous.

the body.

WINNER, GEORGE, Somerville, N. J.; fireman of the engine, severe scalp wound and badly bruised

When the HERALD correspondent arrived at the scene of the accident a crowd of idlers were gathered around the wreck. It was about noon, and already some workmen were busy repairing the track. One car stood on the bridge, baving passed clear of the draw, two lay on their sides in the water; next came the smoking car lying on its side in the ditch and the engine sidling down the bank with the baggage car partly telescoped and one end lying over the track, while the other was buried in the ditch. The passengers had all been removed to Long Branch and the neighboring farm houses. The drawbridge was shut and the latch bolted, leaving the lever at an angle of forty five degrees. It appears, however, from the statement of the bridge keeper that after the train passed over the bridge was open and the lever upright, showing that the bolt had been drawn back. He also stated that the end of the track on the draw was open about two inches. The following diagrams will explain the position of the drawbridge before and after the

AFTER THE ACCIDENT.

It will be easily perceived by the above that the latch of the bridge must have been open at the time the train passed over, as practical engineers all con cede that the jar of the engine could not force the latch out of its place if it had been properly closed. Again, taking the different marks on the ties of the bridge, it appeared as if each successive car jumped further from the rail on the draw, and the inside edge of the main rail appeared worn down by some extra pressure, while outside end of the rail in the draw was battered down in a similar manner. There does not appear any doubt about the engine passing the draw all right, a there are no marks in the ties that would indicate the passage of rolling atock of that weight, white in the broken and spintered ties give ample evidence of the pressure. Until the boatman Edmund Price made his statement it was very hard to arrive at any lucid or clear opinion as to how the latch of the bridge was open. His statement, however, that Conrow, the bridge keeper h d toldfhim to come through and flagged the ends of the bridge with red flags, throws a hale light on the such go, Possibly Conrow, in his anxiety at finding the train approaching with the red flags up, forgot to push back the lever in the hurry to

ing "all right" substituted. There is no evidence that he opened the latch at all, but he had apparently made everything ready to put the handle on the nut and turn the draw when he discovered the train approach-ing. There was no time to love, and earling out to his assistants to remove the red flags, he picked up a white flag and signalled the train all clear, and she dashed on hag and signated the train all clear, and she dashed the to ruin. The appearance of the marks show that the cars gradually forced the rail on the draw open more and more until when they had all passed over it was left from two to three inches apart from the main rail

THE BRIDGE KREPER'S STATEMENT. John Conrow, the bridge keeper, made the following totoment:-"I have taken care of the drawbridge ever since it was put un. I came on duty at sever The bridge was not opened after I came duty. Three trains passed over the bridge after I came on duty. I did not examine the bridge to see No. 4 passed over. The bridge is generally open during a portion of the night to let vessels to through but I do not know whether it was open last night, as my son has charge at night. I believe it was opened at about five A. M. to let a catboat pass through, but it had not been opened since I came on.
I did not look to see whether it was locked before No. came along. I examined it after the accident and found that it was unlocked and the end of the track on

have jumped the rails and forced them out of place. THE NIGHT KEEPER. seven P. M. and went off at seven yesterday morning. He unlocked the drawbridge at forty minutes past three others through later on, and at twenty minutes He pushed the lever at the centre of the bridge down to close the latches and pulled it back upright to oper them. The fastenings appeared to be broken on the New York and of the latch. He let a boat pass through

The bolt of the lock had been loosened, but was not

entirely withdrawn, and the casting in the centre hold

Two trains passed over all right efterward. The draw-bridge is 120 feet long

Mr. Edmund Price stated that he was out in the cal oat Vixen and was waiting to pass through the bridge about two bundred yards up the river and Conrow sailed up, however, to the end of the bridge, as be wanted to leave a flag on shore, and then Conrow shoulded to him, "I think I will let you through now." He then heard Conrow give orders to flag the bridge made a short stretch across the river to got beadway on this boat, and, when he turned to head up and waved him back, saying, "The train is coming." He then saw the red ling taken down, and Conrow kept drawbridge all right, and then somebody in the bag-gage car jumped up as if trying to catch the top of the car. The last car but one appeared to be the first to fall over, and then the head cars and engine toppied

with a great jump into the ditch.

THE CONDUCTOR.

Conductor Hatfield said that he started from Jersey City at a quarter to eight A. M., with engine No. 129, smoking car and three passenger cars. There were about two hundred passengers on the train, mostly bound for Ocean Grove. When the accident occurred he was about the middle of the last car but one. When thrown into the water ne looked up, and seeing he light above him, raised himself, broke the windo and crawled out. He then smushed in the other windows and, assisted by the uninjured passengers, helped

THE ENGINEER AND PIREMAN.

Jeremiah Dunham, the engineer, stated that the in his opinion the tender was the first car to jump the rail. He stuck to his post in the engine and when she went over in the disch he landed on his feet on the botter and was slightly scalded by the escaping steam. He is perfectly certain that the engine crossed the

drawbridge all safely.

George Winner, the fireman, says that he was on the tender picking out his coal, so as to be ready to fire up at Long Branch, and the accident occurred before he had time to drop his pick. When the tender He thinks the engineer was the first man out of the wreck and that he was the second. He thinks the oridge was all right when the train went on it.

CARING FOR THE WOUNDED. immediately after the news of the accident arrived of the wounded, and despatches were sent to San Girt. Ocean Grove, Asbury Park and the neighboring towns or all the medical and they could procure. W injured arrived at the deput they were taken out of the cars, and the bodrooms were given up to the women and the men were laid out on the benches in the waiting room. A number of kind hearted ladies residing at Long Branch lent their assistance surgeons and belped to allay the sufferings of the victims. Mr. Moses Mould, an old gentleman of sixty years of age, residing in Montcomery, Orange county, N. Y., was stretched on a sofa in the waiting room while the surgeons dressed the earfully from exhaustion, as he was nearly drowned when rescued. His wife was upstairs on one of the beds, suffering agonies from a dislocated shoulder, which, however, was fortunately set by one of the doctors, assisted by Major Cooper, of Long Branch. Mr. John T. Jacobson, another old gentleman, residing nt No. 310 East Twenty-fifth street, New York, was in very dangerous condition, suffering from an ugly sculp ark, was up stairs, badly extrausted from immersion and severely brutsed. Miss Eliza C. Knapp, of No. 175 Hali street, Brooklyn, was also severely bruised and badly cut about the face. Miss Deborah Mossbank, of Newark, and Miss Annie De Graw, of Holmdell, were also among the tadies receiving the attentions of the surgeous. A number of other gentlemen more or less injured were scattered around the waiting to and fro from one patient to other, either arranging them in more comfortable positions, lanning away the flies, bathing their heated emples or some such Kindly action. A crowd of eart, ous people had also gathered about the deput, enger to look at the sufferings of the wounded, and every not and then some distressed woman would resh up to in quire for some relative or friend that she expected on the train. The officials of the road were exceedingly courteous in their answers to all inquiries, and trie to satisfy all applicants for information.

MIE. SMOCK'S COTTAGE. The first batch of the wounded that were considere in too precarious a condition to move far were brought at once to Mrs. Smock's cottage, situated on the north side of the Shrowsbury Rever, about two hundred and may yards from the bridge where the accident took place. It is a common boarding house, at present full of pearders, but immediately the accident occurred every one connected with the house lent all the assistance in their power to relieve the wounded. The HERALD reporter arrived there shortly after noon and the house occupied by the victims of the angels of mercy ministering to the sufferings of their flow creatures. In the back room on the ground floor the Rev. Mr. Mocker, of Elizabeth, N. J., the State Superintendent of the New Jersey Young Mon's Christian Association, was anxiously watching over the apparently lifeless form of his injant child, Harry eeker, aged two years, that had left in charge of his nurse to pass the day at Ocean Grove. The nurse, Miss Rebecca Erbe, a young girl of about twenty summers, was reclining on a lounge, suffering from some severe cuts on the head and bodily bruises. In the back room up one flight of stars, Mrs. Charles Hyde, of Plainfield, N. J., was stretched on a bed, with her eight year old boy, Francia, lying beside her. He was only signtly burt other was suffering from a severe cut over the right eyebrow and a scalp wound; but she evidently torgot all about her own injuries in her anxiety for the safety of the little baby Edith, aged therie-it months, suffering from a severe concussion house and required the close attention of the physicians in attendance. In one of the front rooms have the red flags removed and the white flag signify- Mrs. John W. Ely, Mrs. Eugene Ely and Miss Addle

Ely, all of Holmdoll, N. J., were found. Mrs. Eugene Ety was suffering from a severe conteston of the hand and an ugly looking cut behind the ears. Mrs. John W. Ely was severely bruised about the body, and the one of the kind girls attached to the it is supposed that it was taken home by her mother this temporary hospital, but as their wounds were slight they were shortly afterward removed to their home at Red Bank, N. J., where they reside. Mr. and Mrs. Michael Taylor and two daughters, of Holmdell, N. J., also left before neon, as there were no serious injuries to keep them quies. Several other parties were brought to this hospitable asylum, and after receiving what attention they required started for their homes. Mrs. Smock certainly de-serves credit for the kind heart that prompted her to

The Park Hotel, Most by H. B. Edwards, is situated nearest public inn, received as guests a number of the rictims. Among the first that arrived was Mr. W. H. Bostwick, of Staten Island, a surveyor, doing business to survey a piece of property at Long Branch. When the cars went down he broke two of his ribs on the received the attention of the physicians and unally started for Long Branch to take the New Jersey ploye of the Transfer Company, residing in South Brooklyn, was brought to this hotel. He was suffering head. As soon as he was able to be moved be was taken in charge by young Mr. Dodd and brought to Long Branch. G. H. Sanborn, of Elizabeth, N. J., an employé of the road, was in the baggage our at the time of the accident, on his way to Occum Beach He was severely injured in the in the billiard room of the hotel. Up stairs, lying on a bed, was Mrs. John H. Hyer, of Holmdell, N. J., suffering from a dislocated shoulder and several ugly Mrs. Henry White, of Parkerville, N. J., lay in an adjoining room in a dangerous condition from concussion of the brain. Some other ladies and gentlemen had been brought to the house, but as their wounds were only slight May had gone away without

MR. PRICE'S SOARDING HOUSE.

rence Price, also received a party of ladies from the wrecked train. They comprised Mrs. C. D. Fredericks, the wife of the New York photographer; Miss Lou Fredericks, Miss Gertrude Fredericks, Master Sarron Fredericks, Miss Messner, ot Jersey City Mrs. Fredericks and family and Miss Messner escaped with the absorption of some muddy water and some trifling bruises, and Miss Shears was slightly bruised, but not to any serious extent. They on their way to Ocean Grove to pass the day when the accident marred their pleasure trip.

A number of the injured passengers were brought to Mr. Edwards' farm house, situated on the opposite side of the river from Oceanport. Among those receiving attention there were Mrs. Abraham Cortelyou, of New Brunswick, forgetting ber own injuries in her anxiety muclen, son of Dr. Vermuelen, of Philadelphia. Her head, and the unfortunate nephew was in a very dan-gerous state from a severe spinal injury and a H. Love, wife, three young children and their friend, Miss Mary A. Pratt, of New Haven, were thanking Providence for a merciful escape from a learful death. None of their party were severely injured, although they were all more or less bruised. Seated on the plazza in front of the house were Mr. and Mrs. R. Remsen, of Augusta, Ga. They had been passing the summer at Elizabeth, J., and started yesterday morning with the Misses Tutt, two young lady friends, to make an excursion to Ocean Grova. Mr. and Mrs. Remsen were both severely cut about the head and the young ladies occupied the bed in the front room. where their wants were ministered too by the kind. cut in the back of the head and her sister appeared to be migred internally.

Directly after the accident occurred Mr. and Mrs. H. payt Crowell, of Rahway, N. J., and another lady and gentleman, names unknown, were brought to Mr. Riddle's farm. Their wounds were dressed and after resting about a couple of hours they procured a car-

OTHER STATEMENTS. Mr. Jacob Capron, of No. 241 West Thirty-minth injured passengers on the train. He was seated in the last passenger car, which, fortunately, remained sta out and walked on the bridge to ascertain the cause of the accident. He examined the drawbridge and found the rails were nearly nine inches apart from the

Mrs. John W. Ely stated that after she felt the first jar a moment hardly passed away before they were all in a heap struggling in the mud and water to get out. She was sitting in the first passenger car next to the smoker. They appeared to be lying on the side of the car for nearly five minutes before they were released from their persions position. Their little girl, Addie, was submerged in the water, and some few minutes passed before they could flud her. It by the cries of the wounded and suffering.

Miss Carrie A. Cole, one of the boarders at Mrs. Smock's cottage, was among those that leat all their assistance to the injured. She states that at the time of the accident they were playing croquet, and when the accident. The house was about two hundred yards from the bridge. The disabled passengers were all taken out through the windows on the upper side of She could hear their screams and ories for help. The first of the victims were brought to their house, and they immediately set to work to relieve

country deserve the thanks of the community for the prompt manner in which they answered the despatches that called on them for their assistance. Among those that assisted were Dr. Hunt, of Entontown; Dr. Hub-Ridgeway, of Red Bank; Dr. Grant, of Sea Girt; Dr. Johnson, Dr. Thomas H. Bailey and Dr. Charey, of Long Brauch, and many others. REPAIRING THE TRACK.

The work on the track was commenced about noon, force of men, and the broken and damaged ties were immediately removed. At four P. M. it looked as if debris was nearly all cleared away and new ties substituted in the place of those damaged. The mails on whence they will be forwarded by the first oppor-

THEFTS.

william Hunter, seventeen years of age, pleaded guilty before Justice Semier, of Brooklyn, yesterday, to the charge of having stolen a gold and silver watch from the apartments of James Brown, at No. 870 De-Kaib avenue, and was sentenced to the Penitentiary for three months. Hunter was arrested yesterday morning at the corner of Sixth avenue and Thirty fourth street, this city, by Detective Williams, or Brooklyn, who recovered the stolen property at the

mary Carenden, of No. 246 State street, was caught in the act of stealing a watch and chain from the house of Mrs. Mary Horgan, No. 92 Atlantic avenue, Brooklyn, resterday afternoon, and was handed over to the

THE GARBAGE WAR.

AN INJUNCTION OBTAINED BY THE DISTRICT ATTORNEY OF KINGS COUNTY AGAINST THE

NEW YORK AUTHORITIES. District Attorney Britton, of Kings county, he Supreme Court, restraining the police authorities of pass through the Narrows pending the aut com-menced by ex-Mayor Godfrey C. Guather to re-strain them permanently from dumping offel in the Bay. The order is made returnable before Justice Bar nard, or any Justice of the Supreme Court, in Brook cts as given in the affidavit of Mr. Gunther, as pu ished in the HERALD of yesterday, in the report of oined is a copy of the injunction :-Supreme Court, Kings County,—Charles G. Gunther, plain iff, against William F. Smith, Sidney F. Michols, I. B. Er hards and DeWits C. Whoeler, delendants.—It appearing to the comprisint duly verified that the plaintiff is cuttled to the relief demanded, and such retire consists in restress-ing the commission, or continuous of which during the

The above was served upon Police Commissioner fichols yesterday. The Board of Supervisors of

OFFICIAL MALFEASANCE.

TRIAL OF ALDERMAN RILEY BY THE YONKERS COMMON COUNCIL-GUILTY THE VERDICT ON

SOME OF THE COUNTS. The trial of Joseph W. Riley, a member of the Yenkers Board of Aldermen, on charges of mulicasance in office, took place before the Common Council in that city yesterday. Mayor Gibson and Alderman Mitchell were conspicuous by their absence. When, in pursuance of a report presented recently by the investi tigating committee, the city attorney was instructed by resolution of the Board of Aldermen to draft format charges against the accused, and on such charges having been accepted by the body named, a series of resolutions intended to govern the trial were adopted by the Board. Among on both sides, that the evidence taken before the in vestigating committee should alone constitute the

case to be presented to the Board of Alderman Riley. It was also ordered that when once the summing up of counsel began no adjournment of the Board should be taken until a vertice be arrived at regarding the guilt or innecence of the accused.

When the Board assembled yesterday forencen there were present Alderman Morse, President of the Common Council, in the chair, and Alderman Hicks, Shonnard, Murphy, Riley, Tompkins and Underhill Alderman Hicks, maying administered the oath to the presiding officer the latter in turn swore the Alderman individually (excepting the accused).

Corporation Counsel Rulph E. Prime read the testimony for the prosecution, occupying the forence individually (excepting the accused).

Corporation Counsel Rulph E. Prime read the testimony for the prosecution, occupying the forence in the evidence for the defence, the Corporation Counsel alternately reading the cross-examination of witnesses examined for the defence. The testimony on both sides having closed at five P. M., M. H. Elis addressed the jury for an hour in behalf of the accused, arguing that the testimony was insufficient to base a decision of "gaitty" upon. He was followed by the Corporation Counsel. was in part corroborated by the accessed himself, and asked the Board to render a decision in accordance with the testimony presented. The Board after hearing the arguments went into secret session where it remained for over two hours in deliberation. The remained for over two hours in deliberation. The Aidermanic chamber was finally thrown open, as the vote was to be taken in open session. The charges and specifications were then read by the City Clerk, and at the conclusion of the reading of each one the President put the question, "What say you, Aidermen, as to the specification? is the accused guilty or not guilty, as charged?" The name of each member of the Board was then called and his vote given.

To the first specification, charging the accused with

with having offered to receive \$400 for his official vote on another occasion.

On the third, fourth, fifth and sixth specifications, charging him with receiving moneys from a contractor named Kennedy, in consideration of his (Riev's) official vote, the Board unanimously voted "not guilty." On the seventh specification, charging him with receiving \$50 from Kennedy for securing the latter a city contract, the vote was a tie, and therespon the President declared the charge unsustained. On the eighth, in which the accused was charged with having received \$50 from Kennedy for a similar consideration to that mentioned above, a unanimous vote of "not guilty" was declared. On the teath, in which he was charged with corruption in the purchase of lamps for the city, the Board voted "not guilty." The Board was still in session at a late hour last evening.

REV. P. M'CARTHY'S FUNERAL.

An immense crowd assembled yesterday at the Church of the Holy Cross, in Forty-second street, be-tween Eighth and Ninth avenues, to attend the funeral of the late paster of that church—Rev. Patrick Me Carthy. The press around the gates became so great that the church had to be opened at nine o'clock, though the funeral cyremonies were not to begin until hall-past ten. The large building became so densely thronged in a few minutes that the assistance of the police had to be obtained to assist in thinning the numbers of the crowd who blocked up the aisles. Even after a large number of persons had been removed the

The coffin was placed in the centre aisle. It was of out, covered with black velvet, and was adorned with

R. I. P.
REV. PATRICK McGARTHY,
Died August 7, 1877,
Aged 56 years and 7 months.

The body of the deceased was attired in [gil priest] vestments. A silver chalice was placed in the right hand. A black velvet beretta and a crucinx rested on the breast. On each side of the hand. A black velves beretta and a crucing rested on the breast. On each side of the coffin were the floral tributes of the parishmenta. At half-past ten the assembled priests began to chant the solemn office for the dead. At its conclusion high mass was sung by Father McLaughin, or New Rochelle, assisted by fathers Flannery, of Peekskill, and Brophy, of the Church of the Sacred Heart, as deacen and sub-deacen. Fathers Smyth and Campbell acted as masters of ceremonies. The music selected was the solemn requiem mass by Schmidt. The Rev. Vicar-General Quinn delivered a short discourse on the Christian virtues of the deceased. When the collin was borne from the church it was received by a crowd of at least two thousand persons, who had waited all the morning, in spite of the rain, to pay a fast tribute of respect to the dead pastor. The following clergy were present:—Bishop Loughlin, of Brooklyn; Bishop Couroy, of Albany; Bishop Corrigan, of Newark; Vicar-General Quinn, Father Preiss and a delegation of Redemptionists; Professor Lockham and the faculty of Fordham College; Father Preiss and a delegation of St. Bridget's; Father O'Reilly, of St. Mary's; Father Briody, of Newberg; Father Curran, of St. Andrew's; Father McNulty, or Paterson, N. J., and a large number of others. In fact, nearly every church in the city was represented.

A RAILROAD COMMISSION.

Messrs T. F. Jackson, T. Taylor and H. M. Onderdonk have been appointed a commission to appraise the value of some land taken for the use of the ManEXCISE AGITATION.

JUSTICE SMITH PROMISES HIS DECISION TO DAY-POLICE COURT ABBAIGNMENTS-MORE

clamoring for their seconder, and the loud appeal cierks and officials to a sense of promptifude. A few li-censes were granted and promises made for many more within a day or two. Another effect of the popular mproved sufficiently to warrant him in promising broached him on the subject yesterday. The magis-trate squared his shoulders and said, "I am feeling much better to-day, physically, and I think I can safely promise my decision within twenty-four hours." The police continue to work quietly, directing their

saloons than those of respectable ones—a fact probably due to a broad hint from hoadquarters. Alto gether, the excitement has passed away, and hope now reigns triumphant in the heretofore fluttering breasts of the dispensers of the "ardent." That the excise question will form an important element in the November elections is generally understood. Certain it is that the candidates working for the support of the

THE BAILING PROCESS.

Justice Kilbreth, at Essex Market Police Court, had twenty-two cases of violation of the Excise law brought before him yearday. But seven dealers were ar-raigued before Judge Wandell at Jefferson Market Court, much to the relief of the Justice and the cours, much to the relief of the Justice and the elerks, who have been kept busy during the whole week making out ball bends and commitments in these cases. In the Fifty-seventh Street Court eight of

courts.

Fifth Precinct—Michael Meagher, No. 149 Hudson street, and Henry Rawak, of No. 195 Church street, were arrested and taken to court yesterday afternoon. Seventh Precinct—Patrick G. Maddon, No. 29 Hamilton street, and Frank Shuliz, No. 120 East Broadway. Eleventh Precinct.—George Walters, No. 399 East Third street; Henry Reinhardt, No. 489 East Houston street; Philip Caper, No. 39 avonue B; John Sell, No. 296 Rivington street, and George Gaibird, No. 119 Willett street.

296 Rivingion street, and George Galbird, No. 119 Willett street.

Thirteenth Precinct.—George Smith, No. 276 Delanbey street; Francis MoBride, No. 245 Delancey street; Daniel Buckley, No. 349 Madison street; Charles Made, No. 235 Delancey street; Louis Wogle, No. 68 Willett street; William Lomeyer, No. 589 Grand street; James Shoa, No. 353 Madison street; John Brand, No. 31 Lowis street; Owen McCoey, No. 587 Grand street; John Coleman, No. 581 Grand street; Patrick Gillea, No. 567 Grand street; Thomas Fell, No. 330 Henry street; August Tannett, No. 50 Lewis street; George Lippert, No. 52 Pits street, and Michael Mooney, No. 305 Monroe street.

Fourteenth Precinct—M. O'Brien, No. 104 Bayard street; Daniel Hickhaus, No. 63 Mulberry street; James Garrett, No. 77 Bayard street; John Bulam, No. 55 Baydrd street; John Buner, No. 170 Mulberry street; Edward Burke, No. 128 Baxter street; Henry Golstine, No. 61 Bayard street; John Troome, No. 142 Baxter street.

No. 61 Bayard street; John Troome, No. 142 Baxter street.

Sixteenth Precinct—John Schroeder, No. 337 West Twenty-sixth street; Frederick Demarcst, No. 404 West Sixteenth street.

Eighteenth Precinct—Patrick Carracher, No. 274 Avonue A; George Maurer, No. 621 East Sixteenth street, and George Little, No. 401 East Nineteenth street, and George Little, No. 401 East Nineteenth street.

Nineteenth precinct—John Rahl, No. 1,108 Second avenue; Christopher Reynolds, No. 202 East Forty-ninth street; John Finan, No. 213 East Seventy-first street, and Patrick Redden, No. 350 East Fifty-fourth street; Thomas Doundoe, No. 330 East Thirty-fourth street; Thomas Doundoe, No. 330 East Thirty-finith street; John Dunn, No. 319 East Thirty-ninth street; John Dunn, No. 319 East Thirty-ninth street, and Thomas Murphy, No. 219 East Thirty-ninth street.

MINIGET RAIDS.

Captain Foley, of the Tenth precinct, with a platon of effects in citizens' dress, raided on the gambling houses No. 135 Bowery and Nos. 237 and 235 Grand street at midnight, and arrested twonty four men. The proprietors of No. 236 Grand street were arrested. The gambling implements were all seized and taken to the Eldridge street station house. All the places raided were "faro banks."

CONSUL DOUGLASS. The steamship Tybes, commanded by Captain Kuchl, Island, Hayti and St. Domingo, carried on her deck upward of sixty thousand cartridges for Puerto Pists, in St. Domingo. According to the last reports from being made to upset the government of President Buez, who is accused of being a traitor to his country on account of his annexation proclivities to the United States. Among the passengers by the Typic was Charles R. Douglass, United States Consul at Puerto Plata, son of the United States Marshal of the District of Columbia, Frederick Douglass. A large number of colored men irom this city and Brooklyn were present to wish him "God speed," Several impromptu speeches were made, and the affair was evidently a most enjoyable one to Mr. Douglass' friends.

Another American Consul who went out by the Tybee was Mr. J. W. Darroll, of Turk's Island. The Tybee took out an immonse cargo, principally of provisions, much of which is understood to be for the Deminican army. On her last trip out she took a large quantity of rifes.

THE SIXTY-NINTH REGIMENT

An election for Lieutenant Colonel of the Sixty-ninth Colonel Dempsey, who resigned recently, was held last night in the armory, Grand and Essex streets.

OLEOPHINE OIL FIRE.

The "still" of the Oleophine Oil Works on Newtown Creek, at the Runter's Point Bridge, was charged on Tuesday, and on Wednesday fire was applied to the fur-naces. At half-past two A. M. yesterday one of the ated gases in the still house. In a moment that buildint and the one adjoining, occupied by the condensing apparatus, was in flames. The Fire Department were promptly on hand, and obtaining a relay of engines by sounding a second alarm confined the fire to those buildings, and in ninety minutes completely drowned the fire out. The damage was roughly estimated at not less than \$4,000, though it may probably reach a higher figure, as the concensers are coulty and it is impossible to discover how much they are injured without testing them. Insurance unknown.

FIRE IN VESEY STREET.

There was a fire last evening at No. 94 Vesey street, a occupied by Nicholas Murray as a liquor store, and was occupied to the extent of \$500. Hannah Solomous occupied the second floor, and her loss is about \$200 on turniture, upon which she has an insurance of \$1,000. The third floor and attic was occupied by Abraham Suntrac, whose furniture sustained damage to the amount of \$500. The damage to the building is about \$2,000. lamaged to the extent of \$500. Hannah Solomons

BRUTAL ASSAULT.

John Lorden, a brush and broom pedier, of No. 126 Johnson avenue, Williamsburg, beat his wife merci-lessly last night with a stick of hard fire wood. She daily allowance of a haif loat of bread and an ounce of tea. When he went home, last night, cunce of tea. When he went home, last night, the children were crying for food, and his wife asked him for money to buy meat for them. He refused and she upbraided him, saying that if he spent the money upon his family that he left in the rum shops they could live comfortably. At this remark he seized the wood and boat her, until, seeing that she was motionless at his feet, ne run out of the house and down the avenue, bareheaded. Neighbors and others chased him several blocks, and, after catching him, handed him over to the pohea. Dr. Marphy dressed Mrs. Lorden's wounds, which were mainly upon the head, and quite severe.

A LOST BOY.

Captain Allaire was mouned at Police Headquarters ast evening that George Nocy, aged fifteen years, had